

2022 VIKA Supplementary Competition Rules

VIKA Rules to be read and applied in conjunction with the following:

2019 ASN Canada FIA Karting Sporting Regulations (Book 1).

Please check for updates at: www.asncanada.com/kartsport/ 2018 ASN Canada FIA Karting Technical Regulations (Book 2).

Please check for updates at: www.asncanada.com/kartsport/ 2020 Canadian Rotax Max Challenge Technical Regulations and 2019* Sporting Regulations (*Sporting, Technical, any and all Appendices, Bulletins, Information Circular Letters)

Please check for updates at: www.maxchallenge.ca/regulation/ ASN 2019 Briggs & Stratton – Regulations

Please check for updates at: www.asncanada.com/kartsport/ ASN Canada FIA Code of Conduct for Participants

Please check for updates at: www.asncanada.com/kartsport/ 2019 CACC karting regulations www.caccautosport.org/rules/

2019 ICP Rules and Regulations: http://www.tagracing.net/assets/2019-_icp-cup--tag-local-option_tech_manual.pdf (For TAG and shifter classes)

Effective April 1 2021 to March 31, 2022.

The information contained within this rule package is intended as a supplement to the ASN CANADA FIA GENERAL COMPETITION REGULATIONS and may be incomplete and is subject to change by the club executive without further notice. Where there is a conflict between the rules stated herein and ASN rules, these rules shall take precedence. To completely understand the scope of the entire club rules contract, it is recommended that all members acquire and familiarize themselves with the rules as set out in the ASN competition regulations and technical manual. For interpretation or clarification of these rules contact the Race Director.

1.0 INTRODUCTION

Vancouver Island Kart Association, further referred to as VIKA, is a private membership club incorporated as a not for profit society with the mandate to promote the sport of karting.

VIKA Rule book consist of 2 parts:

Part 1, General club rule set including rules and regulations for practicing at VIKA on non-racing dates.

Part 2, Competition rule set including rules and regulations for club racing at VIKA.

Both rule sets work in conjunction with each other. Please read them carefully and familiarize yourself to avoid confusion and disappointment while practicing and racing at VIKA.

2.0 GENERAL

2.1 RELEASE OF LIABILITY

All persons who enter the premises must sign a "RELEASE OF LIABILITY" form before being allowed on the premises.

All visitors, drivers, officials, mechanics and parents of juniors are required to sign the "RELEASE OF LIABILITY" form.

At race weekends all spectators entering the facility must obtain a wristband and sign the general waiver. Spectators must not enter restricted areas of the facility without having obtained a wrist band from registration.

Restricted areas include, but are not restricted to the: racing surface, run off areas, grid area, scale area, tech area, timing, scoring, flagging stands and any other area used to run the event. Generally anywhere other than the parking lot and the grandstands at the entrance to the property.

All minors must submit a "RELEASE OF LIABILITY" and "HOLD HARMLESS AGREEMENT" at any time an adult would have to sign a "RELEASE OF LIABILITY".

All competitors, mechanics, etc. must sign the "RELEASE OF LIABILITY" and "HOLD HARMLESS AGREEMENT".

Upon payment of entry fees, the Registrar will issue the appropriate armbands and Tech Sheets.

2.2 MEMBERSHIP

Annual membership information is not relevant at this time.

2.3 TRACK OPERATIONS

Karts, ATVs, scooters, bikes, skateboards, and other non-medical mobility devices are not to be operated in the pit area or the track while the track is hot.

Karts being pushed on kart stands to the hot pit area are not permitted to be running.

Karts are not to be operated under their own power in the pit area at any time. Must be in control and outside of your kart.

2.3 STORAGE AT FACILITY

Storage information is not relevant at this time.

2.4 DRIVERS, MECHANICS, AND OBSERVERS

All drivers participating in club racing events must be VIKA members. Special circumstances may be accommodated by the VIKA Executive. A one day license is available. A fee will be charged for a one-day license. No license is required for open practice days.

Licensed drivers to observe ASN licensing rules for a practice event (i.e.: one license category higher).

Driver's safety equipment to be as per ASN Canada FIA Sporting Regulations and or approved safety apparel determined during pre-race tech. Driver's suits are mandatory. Rib protectors and neck braces are highly recommended.

Full face helmets with visors are mandatory. SNELL 2010 is the minimum recommended standard. Furthermore, it is recommended that the ICP Cup guidelines are adhered to:

Helmets: Full coverage (full face), with the face shield installed, and designed for competitive motorsports are mandatory.

Helmets must meet the following rating:

10.6.5. Snell Foundation:

• M 2015 12/31/2025 • SA2015 12/31/2025 • CMS 2016 12/31/2026 • CMR2017 12/31/2026 • K 2015 12/31/2026 • M 2020 12/31/2030 • SA2020 12/31/2030

All Snell 2005, 2007 & 2010 Helmets are not recommended.

10.6.6. SFI Specification:

• 24.1/2015 (youth helmet) 12/21/2025 • 31.1/2015 12/31/2025 • 41.1/2015 12/21/2025 • 24.1/2020 (youth helmet) 12/31/2030 • 31.1/2020 12/31/2030 • 41.1/2020 12/31/2030

All SFI Helmets prior to 2015 are not recommended.

2.5 COMPLIANCE

Membership is a privilege and is not a right.

Members who do not comply with the VIKA rules and or the VIKA Executive(s) may be subject to an immediate loss of their practice privileges or other sanction recourse without any refunds of paid membership dues.

Penalties of membership are assessed and adjudged by the VIKA Executive without recourse by the offender.

2.6 TIRE COMPOUNDS

Tire treatment (ie: doping) is not allowed. ***Only VIKA approved tires may be used.***

2.7 NOISE

Maximum kart engine sound level permitted is 82db as measured in accordance with VIKA specifications. All karts are to be equipped with an air box and an appropriate silencer.

Note: Some engine packages may not require an additional silencer, but it is the driver's responsibility to ensure their engine does not exceed the 82 db level. (Measured 100' perpendicular to the straightaway at a height of 3') as determined by the VIKA Executive or their designated authorities.

All karts must use an air box with the exception of kid karts and 4 Cycle engines. CIK classes must use CIK approved air box, F80 & F125 to use CIK approved air box.

All karts in the grids or pit area that are being warmed up must have exhaust pointed towards the track.

2.8 SAFETY

A first aid kit is highly recommended.

2.9 PIT SPACES

All pits will require: First Aid Kit, Fire Extinguisher, Drain pan, garbage container/bag.

All asphalt surfaces are to be protected and kept free of debris at all times. It is also recommended that a tarp/carpet be placed under any area a kart will be worked on.

To prevent asphalt and other surfaces from becoming contaminated with fuel/oil or other harmful products, DRIP PANS must be used at all times.

Floor dry must be applied to all spills immediately and cleaned up before the racer leaves the site.

Event Organizers shall provide absorptive products for spills.

Damaged kart parts, tires, used fuel containers and any other discard-able material are to be removed from the facility on completion of practice.

All fluids (fuel, oil, lubricants, cleaners, etc.) are to be removed from the facility on completion of practice or race.

NO disposal of fuel/oil, or fuel containers on site.

All safety wire, tie straps, etc. are to be picked up and put into the garbage at all times.

Trailer tongues to be supported. i.e. set on a board so they don't dig into the pavement.

Entrants/user of the facility are responsible for putting garbage in the garbage bin.

Pit spaces must be left clean at the end of the event.

Tent pegs are not allowed to be used to secure tents on paved surfaces.

2.10 HOT GRID

Drivers coming in the hot pit must leave the lane closest to the track surface open in order to let drivers use the hot pit lane to get back onto the track at all times.

3.0 SUPPLEMENTARY COMPETITION RULES

3.1 COMPETITION CLASSES

To be determined.

3.2 KART ENTRY FEES

Refer to the most recent event registration information.

3.3 MEMBERSHIP FOR COMPETITION

To compete in a club event, entrants must meet the requirements below:

Drivers must meet the criteria regarding age and weight, as set forth in the CLUB COMPETITION CLASSES for the current year.

Be a current member in good standing of the club.

OR

Be a member of an affiliated club that VIKA has a reciprocal agreement with.

Only VIKA Club members in good standing will receive Club Championship Points.

No points will be awarded towards the VIKA championship without a VIKA membership and/or an affiliated club membership.

3.4 SAFETY TECH APPROVAL

Kart displaying a current tech sticker on Nassau panel or band on the right front spindle, and

Submitting of tech card to the Safety Tech inspector(s).

If a driver is caught on the racing circuit at any time without Tech Approval, they may be disqualified for the day.

3.5 REFUNDS

After a driver submits a VIKA Technical Self Declaration form, no refunds will be granted.

3.6 WORKERS/STAFFING

A general, limited description of VIKA Club Roles is provided below.

Race Director: The Race Director will be that official having complete charge of all race officials, technical inspectors, turn marshals, the track and karts during the event. The Race Director will disqualify or penalize, through signals from the flagman, any driver who in their opinion, or that of their observers, is in violation of the rules or whose kart is or has become unsafe. The decisions made by the race director to warn, penalize, or disqualify any driver is not eligible for protest. The Race Director may shorten any race before karts have left the grid. All events will have a race director appointed and will be introduced at the drivers meeting.

Assistant Race Director: This official will work directly with the Race Director and serves as an addition set of eyes and ears. It is up to the Race Director to allow or not allow, the Assistant Race Director to make on track decisions.

Head Flagman: The Head Flagman is the official in complete charge of the flags. The Head Flagman will adhere to the rules and regulation in this manual as well as following the instructions from the Race Director. The Head Flagman's signals are to be obeyed without exception. If necessary, the Head Flagman will conduct a meeting for all drivers prior to the start of the event to explain the flags, their use, and rules.

Corner Marshalls: Corner Marshals will be strategically placed around the track to use flags, as instructed and when necessary, to signal drivers to hazardous situations. Corner Marshalls will also report any rule infraction to the Race Director. It is not the duty of the Corner Marshall to assist drivers at the scene of the accident or incident in separating their karts or getting them underway. Their responsibility lies in warning oncoming traffic to a hazardous situation, and inform race control of the need for additional resources. Corner Marshalls shall be at least 18 years of age.

Grid Steward: The Grid Steward shall be that official(s) having the charge of Grid area. It is the Grid Steward's responsibility to keep all unauthorized person(s) out of restricted areas, grid classes, and report any issues to the race director.

Head Technical Inspector/Director: The Head Technical Inspector will be that official having charge of pre- and post-race inspections in a designated area where technical inspections are performed. They are solely responsible for appointing Assistant Technical Inspectors. The Head Technical Inspector will designate an area, the "Impound Area", where karts and drivers will be checked for minimum class weight, fuel legality, maximum kart size, engine legality, exhaust system legality, body work specifications, legal attachment of weights, etc. Post-race scale and tech areas are off limits to person(s)

other than the competitor. Competitors are under the direction of the Head Technical Inspector or their designee while in the inspection area. Entrants that leave the inspection area without the approval of the Head Technical Inspector or their designee, are subject to disqualification.

Chief Scorer: The Chief Scorer is the official responsible for all timing and scoring of the event. The Chief Scorer will keep the Head flagman informed of positions, laps complete and or time of event.

Overlapping Roles:

Penalties: The Race Director may levy any of the following penalties for infractions committed by a driver crew or any spectator associated with a driver or crew.

Finishing position may be changed by one or more positions.

Disqualification while on track or at scale by use of black flag.

Disqualification from race or event due to an infraction either on or off track. Note: Disqualification cannot be retroactive to previous days or events.

Race Director can request VIKa levy additional penalties.

3.7 PIT SAFETY

The Safety Tech inspectors shall require the following safety and tech items at each pit area:

At least 1 (one) copy (digital or printed) of these VIKa Supplemental Club Rules for the current year.

At least 1 (one) fire extinguisher 2.5lbs ABC and a first aid kit.

Bikes, scooters and skateboards are not allowed during the event when the track is hot, unless allowed in designated areas by the Race Director.

All Dogs and other pets must remain on a leash at all times.

Excessive speed (10 km+) by motorized vehicles will result in immediate exclusion.

3.8 NEW / ROOKIE KART DRIVERS

All NEW/ROOKIE drivers must wear a contrasting colour X on the back of their helmet. Their kart must be equipped with a contrasting X on the rear number panel.

All NEW/ROOKIE drivers will start at the back of their class in all sessions or heats for a minimum of 3 race days and/or at the discretion of the racing rules committee.

All NEW/ROOKIE drivers must attend an orientation session given by a VIKa member before practice on race weekends (this is also open to any driver wanting to attend).

After 3 races the Rookie/New driver can request to have the rookie status removed at the discretion of the racing rules committee. A simple test and evaluation of driver skills and etiquette will be conducted before removal of the Rookie/new driver designation.

3.9 HOT PIT

The designated hot pit area shall not be used during qualifying or racing. All karts/drivers/crew members stopping in the hot pit during practice must be well clear of the racing surface. **NO REFUELING IN THE HOT GRID AREA AT ANY TIME.** Karts may only re-enter the racing surface with the permission of the Grid Marshal, Starter or Race Director.

3.10 KARTS OFF THE RACING SURFACE

Flagging Marshals / Race Officials may assist all junior drivers.

3.11 POST RACE TECH

There shall be absolutely no excessive speed in the shut-down area. All karts must stop at or before the stop line/sign. Absolutely no driving onto the scales

Driver and kart must weigh-in after qualifying or Heat #1, Heat #2 and Final. If a driver is found to be under-weight they will be disqualified from the qualifying, heat or final. No person shall be permitted to assist or meet with any driver prior to weigh-in without permission of the Scale Technician. Failure to comply may result in a driver being disqualified from the session, (Qualifying & Heat #1, Heat #2 or Final).

All competitors must weigh-in except for medical reasons as a result of an on-track incident.

The Scale Marshal shall have the authority to determine weight legality.

All karts and drivers must proceed to legality tech and must be approved to receive points.

Fuel, tires, chassis, engine and engine components shall be subject to post race legality technical inspections at the discretion of the Technical Director or Race Director.

It is the driver's responsibility to ensure they clear Tech before leaving the scale area.

3.12 TIRES

All tires may be marked as per tech procedures after qualifying, heat #1 or heat #2 at the discretion of the Technical Director.

Any tires, which have not been approved for replacement by the Technical Director, or do not display the proper tech marking, shall be considered illegal.

See Class listing for tire compounds.

No use of tire compound softeners is allowed.

Tires checked with a durometer may not be more than 5 points lower than the factory known readings. Tires to be checked when the core temperature is 70°F.

No tire warming allowed.

Any kart that has illegal compound tires for its class will be denied access to the grid prior to the start of the race.

3.13 ENGINE

The Race Director reserves the right to impound the engine and seal it for technical inspection at a later time. Refusal to comply with the technical inspection request shall result in disqualification for the event.

LO206 header wrap required on header only. All 4 cycle-headers must be wrapped.

3.14 BALLAST

All weights must be painted white prior to installation and mounted with an 8 mm bolt and double-lock nut as a minimum standard.

For all senior Heavy classes, no more than 50 lbs of ballast may be added to the vehicles total weight.

3.15 REAR BUMPER

Wide rear bumpers are mandatory in all Junior and Senior classes as per ASN. All dimensions are covered in the

ASN Technical Regulations. In addition, VIKI requires a 5-inch minimum height on the outside edges and RECOMMENDS using a plastic bumper.

All full size chassis must use a homologated rear bumper. (3 piece plastic rear bumpers only allowed on Cadet Chassis)

3.16 DRIVER'S WEAR

Driver's safety equipment to be as per ASN Canada FIA Sporting Regulations. Driver's suits are mandatory. Other equipment may be permitted if it has been reviewed and approved during pre-race inspection.

Rib Protectors are highly recommended as per ASN Canada FIA Sporting Regulations.

Helmet supports are highly recommended but not mandatory.

3.21 FRONT BUMPER

CIK approved Drop Down bumper system is recommended.

3.17 KART NUMBERS

Kart numbers assigned at the beginning of the race season cannot be changed until the following season. This makes scoring much easier to track racers during the year.

Karters assigned racing numbers from the previous season will have a first right of use as long as they are a paid up member in good standing.

3.18 FLAGS:

Unless otherwise notified by VIKA Officials, flags will be as follows:

Green Flag or Green Light: Displayed at the start of competition or practice and kept visible as long as the track is clear for racing.

Red Flag: Raise your arm in the air to warn following karts and stop in a controlled manner so that you do not endanger other karts. Do not work on your kart. Wait for instruction from the Race Officials.

Yellow Flag: Be prepared to stop. The track could be blocked by an accident, emergency vehicle or debris. Raise your arm in the air to warn following karts if possible, slow down and hold your position. DO NOT PASS ON A YELLOW FLAG. If the Host Flagman displays a

Yellow Flag, hold your position and use caution all the way around the track. Do not begin racing again until the Host Flagman displays a Green Flag to resume racing.

Yellow and Red Flags Waved Together: There is a Restart of the race. Drivers will reform in a pack, at a slow pace for the Restart.

Blue Flag with Yellow Stripe (Blue Flag): Faster kart is overtaking you and may lap you. To prevent a hazardous condition on the track, make room for the overtaking kart. The Blue Flag can be displayed at any corner at the direction of the Head Flagman as long as there is direct communication between the Flagman and Corner workers.

White Flag: This flag is a courtesy flag that indicates that there may be one (1) lap of racing is left. Do not assume that the next flag waved will be a Checkered Flag; you should always race to the First Checkered Flag.

Checkered Flag: Racing is finished and the Heat is completed. Discontinue racing and return to the Pits. Enter the Pit Area slowly and stop before you get to the scales. You must have your kart and yourself weighed.

Checkered and Black Flag Waved Together: Racing is finished and the Heat is completed under Protest. Discontinue racing and return to the Pits. Enter the Pit Area slowly and stop before you get to the scales. You must have your kart and yourself weighed.

Black Flag by the Flagman: A rolled Black Flag, given horizontal to the racing surface to any Driver will be a warning of intense driving and to keep it clean. If the Black Flag is waved unfurled at you, it may be accompanied by a chalkboard with the number of the kart or karts to be disqualified. Return to the Pits and check with the Race Director regarding the reason.

Black Flag with an Orange Ball: Slow down; stay on the outside of the track and return to the Pits at the proper entrance. You have a dangerous or mechanical problem. Do Not Continue Racing until the problem is corrected.

Yellow Flag with Black Border: (Transponder Flag): IF shown you are not being scored. Proceed into Hot Pit install Transponder and return to race if applicable. Driver will be scored in last position if raced without or faulty transponder.

During the Race:

Black Flags: Black flags will be displayed when the Race Director decides that a kart must exit the track. A waved black flag will be shown to the driver and their kart number will be displayed on a pit board. If the Black Flag and the pit board needs to be displayed at a location other than the flag stand, it will be reviewed at the drivers meeting. A driver may be ordered off the track if the Race Director or Head Flagman feels the driver has violated rules, is driving in a reckless, inappropriate or unsportsmanlike manner. The decision to order or not to order a driver to the pits is not eligible for protest.

A Rolled Black Flag will be used to warn a driver for minor violations.

The Black Flag with Orange Ball (Mechanical Black Flag) will be used when the Race Director or Head Flagman feels there is a safety issue with a kart on the track. When a driver is ordered off the track under this flag they will be scored in their appropriate position.

Drivers that receive the Black Flag will no longer be scored, and will receive no points for the Pre-Final or Final or earned grid position in Qualifying or the Pre-Final. At the Race Director's discretion, a driver and their crew may be disqualified from further participation in the event for flagrante infractions from the driver or crew.

Failure to obey a black flag is a flagrante violation and will be subject to expulsion from the event and further disciplinary action up to and including suspension.

Blue Flags: When a Blue Flag is shown to a when they are at risk of being lapped by faster traffic. When a driver is being lapped, they will give the right of way to the overtaking driver(s) and should indicate what the safest way to pass by pointing is.

Yellow Flags: When a Corner Marshal displays a yellow flag, it signifies caution at their section of the track. Use caution, be prepared to stop until the driver is past this section. No passing is allowed.

When the Head Flagman displays the yellow flag, it signifies a full course caution. Slow down, be prepared to stop, and do not resume racing until the Head Flagman displays the Green Flag.

Red Flags:

At the option of the Race Director or Head Flagman a Red Flag may be displayed when an unsafe condition exists on the track. A Red Flag is mandatory when a kart overturns, a driver is ejected from a kart or there is an injured driver requiring medical attention. The Red Flag will only be displayed by the Head Flagmen.

When the Red Flag is displayed all drivers will come to a stop in a safe and controlled manner, with their arm raised to warn other drivers. If a Red Flag is displayed prior to all karts being scored on the first lap, a restart is required using the original starting order. Once all karts running have completed a lap and have been scored, the last completed lap order will be used. Lineups will be determined by the official scorer.

During Red Flag conditions: No work will be permitted on the karts.

Option 1: All karts will be stopped and held on the track. When the unsafe condition has been cleared, karts will be permitted to restart, will be re-aligned and started. Karts will have the same 90-second rule as if they were on the grid.

Option 2: All karts will be removed from the track and quarantined in a secure area, until such time the Race Director chooses to restart the group. At this time karts will be permitted to restart, will be re-aligned and started. Karts will have the same 90-second rule as if they were on the grid.

All karts involved in an incident that requires a Red Flag, will require a safety check by the Head Technical Inspector, or their designee before being allowed to return to the track.

Karts will not be allowed to restart following a Red Flag: Any kart that has been determined by the Race Director to be the cause of a Red Flag. This Decision by the Race Director is not eligible for protest.

The Race Director or Head Flagman, prior to the restart may Black Flag a driver that will be subject to a Black Flag under race conditions.

If a kart that has dropped out of the race prior to the Red Flag, will not be eligible to restart.

All restarts following a Red Flag will be single file.

White Flag: The White Flag may display signifying the start of the last lap. This is displayed as a courtesy and may not always be shown. Display of the White Flag does not automatically signify the next lap the end of the race.

Checkered Flag: The Checkered Flag signifies the end of the race, regardless of the number of laps or elapsed time. When you receive the checkered flag, your race is over.

Checkered Flag with Black Flag: Finish is under protest. This is used when there is suspicion of, or reports of, or rough driving, or unsportsmanlike conduct are present. This means that the race was finished under protest by the Race Director or Head Flagman. After consulting with race officials, the Race Director will announce their finding/ruling to the competitor(s) involved and may adjust the finishing position accordingly.